

1 [Affirming San Francisco’s Support for the Speed Safety System Pilot Program and Urging the
2 Exploration of Changes to Strengthen the Program]

3 **Resolution affirming San Francisco’s support for the Speed Safety System Pilot**
4 **Program and urging the exploration of changes to strengthen the program, including**
5 **increasing the number of allowable speed camera locations, with priority given to**
6 **corridors on the High Injury Network and other locations with demonstrated safety**
7 **need.**

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9 WHEREAS, Excessive speed is the leading cause of severe and fatal traffic collisions
10 in San Francisco; and

11 WHEREAS, California State Assembly Bill 645 (AB 645), which was signed into law in
12 October 2023, authorized the City and County of San Francisco and the Cities of Los
13 Angeles, San Jose, Oakland, Glendale, and Long Beach to establish a Speed Safety System
14 Pilot Program until January 1, 2032; and

15 WHEREAS, Speed Safety System Pilot Programs established under AB 645 must
16 meet specified requirements including, but not limited to, implementing a public information
17 campaign prior to implementation of the program, issuance of warning notices rather than
18 notices of violations for speeding detected within the first 60 calendar days of the program, a
19 confidential system for all photographic or administrative records that only authorizes public
20 agencies to use and allow access to these records for specified purposes, and reporting to
21 evaluate the speed safety system to determine the system’s impact on street safety and
22 economic impact on the communities where the system is utilized; and

23 WHEREAS, AB 645 requires that the number of speed safety systems operated by a
24 designated jurisdiction be limited by the population of a jurisdiction, must be placed in
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1 locations that are geographically and socio-economically diverse, and only installed on City-
2 owned streets; and

3 WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) launched a
4 Speed Safety Camera Pilot Program in March 2025, making San Francisco the first city to do
5 so as part of the statewide pilot authorized by AB 645; and

6 WHEREAS, Early data from the program shows a nearly 80 percent reduction in
7 drivers traveling 10 miles per hour or more above the speed limit at camera locations; and

8 WHEREAS, Speed safety cameras are a proven, data-driven tool to reduce dangerous
9 speeding and improve safety for people walking, biking, rolling, and driving; and

10 WHEREAS, State law currently limits San Francisco to 33 speed safety camera
11 locations, constraining the City's ability to expand this effective safety tool to at least
12 80 additional locations on previously identified high-need corridors and other potential
13 locations based on updates to the San Francisco 2024 High Injury Network; and

14 WHEREAS, AB 645 requires certain speed reductions to be met within 18 months of
15 the start of camera operations, and the SFMTA data so far goes well beyond those targets;
16 and

17 WHEREAS, Expanding the program to additional locations will require action by the
18 State of California to increase the number of allowable cameras and support broader
19 implementation; now, therefore, be it

20 RESOLVED, That the Board of Supervisors of the City and County of San Francisco
21 affirms its support of the Speed Safety System Pilot Program; and, be it

22 FURTHER RESOLVED, That given the Program's early success in reducing speeding
23 at camera locations, the Board of Supervisors supports exploring changes to State law
24 authorizing legislation to strengthen the program, including increasing the number of allowable
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1 speed camera locations, with priority given to corridors on the High Injury Network and other
2 locations with demonstrated safety need.

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